

ONE MAN ROBS P. R. R. EXPRESS

SHOOTS CONDUCTOR AND GETS AWAY WITH BAGS OF GOLD.

Covers Engineer and Fireman Messenger Carry Out the Booty—Know Where the Valuables Were Placed in the Car.

HARRISBURG, Pa., Aug. 31.—On one of the wildest and loneliest stretches of the Pennsylvania Railroad, in the Lewistown Narrows, fifty-two miles west of Harrisburg, a lone robber held up express train No. 39 early to-day, compelled the trainmen at the points of two big revolvers to do his bidding, shot one of them who resisted and got off with a sum of money variously estimated from \$110 to several thousand dollars.

All day an army of detectives has been scouring the surrounding country for a trace of the robber.

The scene is close to the spot where the noted highwayman David Lewis used to hold up stage coaches and pedestrians from 1815 to 1820 along the old State pike which preceded the railroad. The site is ideally suited for the purpose, the valley through which the railroad runs being not more than an eighth of a mile wide with high mountains on each side and the Juniata River occupying nearly all of the space not occupied by the railroad.

Train No. 39 leaves Harrisburg at 12:01 A. M., and this morning was made up of three express cars and five Pullman sleepers. Two of the express cars were from Washington and one from Philadelphia. The Washington car was in charge of Express Messenger Harper and contained three large safes in which were several hundred thousand dollars in currency. In a corner near the safes were five bags containing about \$60,000, most of which was in gold and silver bars, and about \$100,000 in currency. The engineer was Samuel Donnelly, the fireman C. D. Willis, the conductor Isaac B. Coffey, the flagman, Albert Miller, all of Harrisburg, and in the second Washington express car was J. B. Clayton, the messenger. He had more currency and it was all in the safes.

The train was going at a fifty mile clip when Engineer Donnelly was alarmed by a series of sharp explosions beneath his engine. He slapped on the emergency brake and the train came to a stop. Immediately after the train stopped, a man leaped up from the cab and pointing two big revolvers at Donnelly and Fireman Willis commanded them to get off the engine and do as he told them. The man had a rough bag over his head, with a slit cut for the eyes. In broken English he said as he took up a position on the platform of the tender, "Get down, both of you, and if you say a word I will kill both." Engineer Donnelly stepped down from the cab first and Fireman Willis followed him.

"Move fast," said a gruff voice, "Go to that first car and open the door." The men from the engine did as they were told. Opening the door of the express car Messenger Harper asked, "What's all this about?"

"Don't ask questions," came the order from the man in the bag, "but get those bags out of there quickly. You two get up and help him."

Both the engineers climbed into the car, and as they did they pulled the heavy bag containing the booty out of the door. Express Messenger Harper said to the hand, in an attempt to lead him astray, "You are wrong. That is the car you want," pointing to the baggage coach ahead.

"I know what I am doing, and you do as you are told," came the reply as the masked man jerked his pistol toward Harper. Five bags were thrown to the ground. Picking up the bags, the robber ordered each of the men to take up a bag and carry it to the tender. Three hundred yards away the booty was laid in a pile in a thicket. On their return Conductor Coffeyberger was seen coming from one of the rear cars and he called out, "What is the matter, Donnelly?"

The robber didn't stop to explain, but let three bullets fly, throwing up his arms in front of him. The bullets hit Coffeyberger in the chest, and this time a shot struck his left hand, passing through, inflicting a painful but not dangerous wound.

Next came a command for everybody to get back on the train and two more shots were fired, the bullets passing through Conductor Coffeyberger's coat-tails. The robber was standing at the center of the train against a clump of bushes and signalled to the engineer to go ahead. At the same time, letting loose a shot in each direction, one at the engine and the other at the rear of the train, where the conductor and flagman were standing, the train moved on, and the last car passed where the holdup occurred the robber was seen watching the train, ready for any attempted attack.

At the Lewistown Narrows block station, a short distance ahead, word was flashed to Altoona and Harrisburg. From Altoona came back orders to proceed to Huntington, where special train would be ready to start back to the scene with Conductor Coffeyberger and a squad of officers.

On returning to the scene Conductor Coffeyberger piloted the officers to the spot where the money bags had been carried. The stories do not agree as to just what was found there, some saying that three of the five bags taken from the express car were recovered and others that only two were found, one being filled with Lincoln green and the other with gold. They placed under guard and began searching the surrounding woods in the bright moonlight for traces of the robber. None was found and the search was abandoned until daylight, when reinforcements should come.

Train No. 39 has a reputation among railroad men as carrying an unusually large amount of money, particularly the express car from Washington. Until two years ago, when it was run as the second section of train No. 19, an armed guard invariably rode in the smoking car, next to the express car. He sat with a repeating rifle in his seat and whenever the train stopped his orders were to get off and walk up and down the platform beside the express cars. When they began to run the train by itself two years ago the guard was taken off for reasons not given.

Messenger Harper had at one end of his car two rifles, and they are within easy reach, but he did not dream that a train robber would have the nerve to operate in Pennsylvania. When he heard the knock at the door Messenger Harper supposed that the train had stopped behind a wreck. Once covered with a revolver he had to do as he was told. Conductor Coffeyberger got to Harrisburg this morning at 10 o'clock and after going to his home went to a conference of the Adams Express and railroad officials. This afternoon he gave the following statement to a reporter:

"The train was running on time at regular schedule, being due between 'PR and 'WK' towers about 12:01 A. M., when I heard three loud explosions. The engineer immediately brought the train to a stop. I got off and started up the track on the river side to investigate, and had approached within a few feet of the engine and fireman who were standing near the engine with their torches, when I noticed the robber. He looked to be about 5 feet 11 inches tall, rather stout, and had a potato sack over his face and shoulders, with eye holes in it.

"The man was standing a few yards

IDEAL TOUR

IN MOST DELIGHTFUL SEPTEMBER

ROUTE BOOKS, ROAD MAPS AND ALL INFORMATION AT 1100 AND 1122 BROADWAY, NEW YORK.

THE ELTON, WATERBURY, CONN.

back of the engineer and fireman and cried to me in broken Italian to 'gitta back there' and immediately began shouting at me. He evidently thought I was coming to make a fight. I immediately threw my hands over my head and started to run back. He blazed away. The shot rang out and I heard the bullet hitting the powder bin. Two of the shots went through my coat but did not hurt me. I continued running and he evidently meant to kill me, and went back to the flagman, who then went to 'M' tower to notify the officials.

Eight pieces of dynamite were found on the track and the fellow told the engineer that he had intended to blow the train up and then plunder it. I did not see any other things around in the underbrush and there were no confederates on the train."

Following is the story of the affair as told by Engineer Samuel Donnelly:

"When we struck a lot of dynamite caps strung along the tracks I knew something unusual was up. It sounded as if the engine had blown out, so I put out the engine and immediately brought the train to a stop as quickly as possible."

"As I looked out of the cab to see what was the matter I saw a fellow climbing up the side of the engine. I saw that he had two guns in his hands and had his head and shoulders covered with what looked like a grain sack with holes cut for the eyes and immediately saw that he had black eyes and when he spoke it was with what I took to be a German accent."

"I commenced swearing at once and ordered Fireman Willis and myself to climb down out of the cab. We didn't stop to argue with the guns pointed at us as quick as we could."

"Move along and don't turn your heads," said the fellow, and we marched back with him to the first express car where he ordered us to stop. Knocking on the door, he called to the messenger to open it, and as he did so stuck one of the guns in the messenger's face while he kept Willis and me covered with the other one."

"Throw out all the money bags and be quick about it, if you don't want me to dynamite the car," shouted the man, and the messenger began hustling out the bags, after trying to argue with the fellow that he was carrying a gun."

"We were ordered to help carry the bags after the messenger had come down out of the car, and the four of us started off to a thicket a short distance up the mountain. The man who was covered with his guns all the while and after the bags had been deposited behind the thicket he marched down toward the train again. Meantime Conductor Coffeyberger had come running toward us, wanting to know what was the matter, and the fellow began emptying his guns at him. Then we were told to get aboard and pull out, and we did so. It was all over in a few minutes."

WOMAN OF 63 CAN RUN STILL

Miss Who Grabbed Her Pocketbook Found Out When She Caught Him

Miss Yetta Rothschild, 63 years old, came in from Newark, N. J., to do some shopping on Suffolk street yesterday. While she was standing in front of a pushcart she felt some one grab her pocketbook.

In spite of her advanced years the woman started in pursuit. She followed the man into a restaurant on East Broadway, where she grabbed him and held him until Detective Donlon of the Madison street station came along.

In the Essex Market court yesterday the prisoner said he was Maurice Wolff of 215 Monroe street. He was held in \$1,000 bail for trial by Magistrate Butts in spite of his protest that he was eating in the restaurant when caught by Mrs. Rothschild.

LOSE ON BRIDGE TRAFFIC

So the Transit Companies Say, but Stock Is Three Times Par

At another hearing yesterday on the application to the Public Service Commission by the Metropolitan receivers to take over the shares held by the New York City Railroad Company in the Bridge Operating Company, formed to run shuttles cars over the Williamsburg Bridge, it was asserted that under present conditions the operation of cars over the East River bridge resulted in a loss.

Representatives of the Metropolitan company said that by carrying passengers across the bridge for a single fare the Metropolitan company lost \$100,000 a year, while the Brooklyn Rapid Transit system was having a net loss of \$200,000 a year. President Winter of the B. R. T. asserted that his company had lost at least \$5,500,000 since it contracted with the city to operate cars across the Brooklyn Bridge for a single fare.

Contentions of this kind were based, of course, on the theory that the companies ought to be allowed to charge a fare across the bridges and shuttles in the same way that the city-owned cars are charged. That the bridge traffic is profitable despite all this was suggested by the evidence that the Metropolitan receivers are willing to pay \$300 for every 100 shares held by the New York City company. There are 1,000 of these shares and the Metropolitan receivers wish to acquire the 500 held by the New York City company. The hearing was adjourned.

The Weather.

A low area from the Gulf of Mexico crossed Florida and was central on the northern coast of Cuba yesterday, causing rain in the southern Atlantic States. In South Carolina and Florida the fall was heavy.

Another disturbance central over northern Mexico was attended by rain in the northern lake region.

Showers and thunderstorms occurred in South Dakota, Wyoming, Utah and Kansas. In the central valleys, lake regions, Pennsylvania, New York and New Jersey it was warmer. In this city the day was fair and slightly warmer, with light easterly average humidity, 54 per cent; barometer, corrected to read to sea level, 30.02; wind, S. by E., 10 to 15.

Highest temperature, 72°, at 11 A. M. WASHINGTON FORECAST FOR TO-DAY AND TO-MORROW.

WASHINGTON, Aug. 31.—For eastern New York, partly cloudy and cooler, with showers in the interior to-day; to-morrow, fair; cooler in northern part; moderate to brisk north and northwesterly winds.

For New England, showers to-day, cooler in western parts; to-morrow, fair and cooler; brisk southeasterly shifting to northwesterly winds.

For the District of Columbia, eastern Pennsylvania, New Jersey, Delaware and Maryland, partly cloudy and cooler to-day; to-morrow, fair; moderate northerly winds.

For western New York and western Pennsylvania, partly cloudy and cooler to-day; to-morrow, fair; moderate to brisk northerly winds.

ARRESTED AFTER LONG CHASE

JOHN WILKINSON IS CHARGED WITH MURDERING OLD MAN.

William H. Capron of Albany, whose body was found at Cohoes in 1906, supposed to have been victim of a murder, was traced to Europe and back.

Bristol, Conn., Aug. 31.—John Wilkinson, or Harry White, was arrested here to-day by Detective John J. Reed of the Albany police department as a fugitive from justice on the charge of murdering William H. Capron, an old man of Albany, near Cohoes, N. Y., on September 8, 1906. White, as he was known in Albany, has been chased over much of the eastern part of the United States and also has been traced to London, Paris and Berlin, among other European cities.

The prisoner is an expert on automobiles and has been working for the Bristol Engine Company as an assembler for two months. He was working for the Fairbanks Scale Company in Albany, according to the detective, in 1906, when he was acquainted with Capron, who was reputed to have money. On the night of the murder it is charged that White got Capron to go with him by trolley to Cohoes on the pretext that they would call upon some girls that White said he knew. The old man's body was found next morning in a clump of bushes in the country near Cohoes with a bullet hole in the head. His pockets were empty and a diamond stud which he was in the habit of wearing was missing.

His student, Albany detective says, was recovered from a pawnbroker with whom White had pawned it. A gold watch and about \$50 in money are supposed to be the rest of the plunder.

Wilkinson was the last person seen with the murdered man, so far as could be learned. He was arrested following day and was locked up at Albany, but shortly afterward escaped during the night. He was traced to Buffalo, where he had a confederate waiting outside the jail with an automobile and that he found no difficulty in getting out of the jail and escaping.

From Albany the fugitive went to Buffalo, where he is said to have been employed for a time by the Pierce automobile people, and then he went to Europe, where he was employed in various capacities by automobile firms in several of the large cities until a year ago, when he returned to this country. He worked for a short time for the Pope concern at Hartford and dropped out of sight. The police picked up his trail again two months ago at Buffalo, where he was employed by the Corbin Automobile Company. He also married a telephone operator during his stay in New York.

Two weeks ago he was recognized on the street in Bristol by a man who had known him in Albany. This acquaintance notified the local police, and the detective set out to photograph him. White was passing under the name of John Wilkinson. Detective Reed was sent to Bristol, but Wilkinson had left the town, which was a \$100 reward ring and \$30 in cash from a young woman to whom he had been attentive here. His wife, however, was still living in a boarding house and had a room and board and waited. Wilkinson came back to-day on a trolley car, left the car before reaching the boarding house and drove up in a cab, which was followed by a patrol car. He was arrested by Reed and the local chief of police.

The prisoner admitted that he was the man wanted in Albany, but denied the murder. He waived extradition and started for Albany immediately in charge of the detective. Reed says the man has another wife somewhere in the East.

FOUND DEAD AFTER A RUMPU

Mother, Son and Daughter Locked Up Pending Investigation

TRENTON, N. J., Aug. 31.—After an investigation lasting all day Prosecutor William Croswell is undetermined whether Thomas Walters, whose dead body was found on the tracks of the Trenton Street Railway Company on Pennington avenue at daylight to-day, was murdered or committed suicide.

Walters attended a German picnic yesterday and early this morning he went to the home of Elizabeth Keeler in Pennington avenue and accused Mrs. Keeler of robbing him of \$250 while at the picnic. He drew a revolver and fired two shots at her, which went wild. The woman's son, John, 20 years old, says that with the help of a boarder, Fenton Lovett, he threw Walters out of the house and watched him stagger down the street. The men say that they then returned to the house and went to bed.

After Walters' body had been found the police called at Mrs. Keeler's house in search of information. She admitted that Walters had been in the house and had engaged in a fracas over the alleged loss of his money, but denied all knowledge of the cause of his death, as did the other occupants of the house.

In the morning Walters' widow found in his own house the roll of money he said he had been robbed of.

Mrs. Keeler, her son and daughter, the latter 13 years old, and Lovett, the boarder, are locked up at police headquarters pending the result of the Prosecutor's investigation.

GOOCH WOULDN'T SIGN REPORT

In Which County Lawyers Association Attacked the Judiciary

The law firm of Wellman, Gooch & Smyth of 15 Wall street issued yesterday a statement saying that William W. Gooch, who is a member of the firm and is now in Europe, did not sign the report of the committee on admissions of the New York County Lawyers Association, of which he was a member.

Herbert C. Smyth, Mr. Gooch's partner, said that Mr. Gooch was not notified of any meeting of the committee at which its report was to be discussed and that when the report had been prepared and was submitted to Mr. Gooch by John R. Don Passes, the chairman, he declined to sign it, saying that he didn't think it could be of any service because of the attack on the judiciary.

Mr. Gooch's name is omitted from the names of the members of the committee attached to the printed report.

CLOUDBURST AT RAWHIDE.

Feared That Six Women and Children Have Been Drowned.

RAWHIDE, Nev., Aug. 31.—A cloudburst at this evening caused great damage and it is feared that six women and children who are missing were drowned. A wall of water twelve feet high swept through Main street carrying everything before it. Five injured people are homeless to-night and the damage will reach many thousands.

Preacher Goes Bail for Broker Accused of Profanity.

In the Fifth avenue court, Brooklyn, Andrew Barnes, a broker, of 796 Atlantic avenue, was arraigned yesterday on the charge of using profane language. He pleaded not guilty and was released in bail of \$500 furnished by the Rev. John D. Long of the Parkside Avenue Church, Flatbush.

LUSITANIA MAKING RECORDS.

If All Goes Well She Will Break Here to-morrow Night.

After all, the distinction of being the first Cunard ship to dock here on Thursday may go to the Lusitania, which is expected to arrive at the westward from Southampton at the rate of 25.77 knots. Capt. Fritchard of the Mauretania, who beat the eastward record on Monday, had hoped on his last trip to this port to land his passengers on Thursday night. He did land the mail. Fog on the last leg of the trip forced him to slow down and he broke no records.

The Lusitania's commander, Capt. Turner, reported at 6 o'clock last night, when 1,204 miles east of Sandy Hook, that he was having pleasant weather and up to that hour had encountered no fog. He had logged 1,363 miles at the rate of 25.77 knots at noon yesterday. The figures of his daily runs as he sent them to the Cunard office here were:

To noon on Sunday from Dalmi's Rock	51
Noon on Monday	50
Noon yesterday	52
Total	1,363

As the Lusitania was only 1,304 miles east of the Ambrose Channel lightship, which marks this end of the Atlantic race course, at 6 o'clock last night and was averaging 25.77 knots, she ought to be heard from unless she runs afoul of weather about half past 5 o'clock to-morrow afternoon making for Quarantine. If she gets there before 9 o'clock she will dock. The officials of the line here believe she will do the trick.

It was said at the office of the line last night that the Lusitania might clip two hours off the record over the westward course, 4 days 1 hour and 38 minutes, made by the Mauretania on August 19.

PANAMA PAYS UP.

\$14,000 Damages for Murder and Beating of U. S. Officers and Seamen.

WASHINGTON, Aug. 31.—The State Department has received \$14,000 from the Government of Panama for the payment of indemnities demanded by the State Department for maltreatment of a number of Americans and the killing of one.

On June 1, 1908, several officers from the U. S. S. Columbia became involved with the Panamanian police and were severely beaten. Though in uniform they were put into jail without proper medical attention. For this the Government demanded \$14,000 for the injured men.

In September, 1908, Boatswain's Mate Rand of the Buffalo was killed and Seaman Cieplik was stabbed. The police were held responsible. Panama refused to settle the claim until a few weeks ago, when the Department sent a very vigorous note demanding payment.

The result was speedy; Panama agreed to pay. The relatives of Rand will get \$8,000. The officers of the Columbia will have \$5,000, and Seaman Cieplik will receive \$1,000.

MOB AFTER SUFFRAGETTES.

Badly Scared Women Graters Saved by Police at Heath Town.

LONDON, Aug. 31.—Three suffragettes from London visited Heath Town last evening and addressed a meeting at the town hall. While they were talking an angry crowd of some 3,000 persons collected outside the hall with the avowed purpose of rushing the suffragettes when they appeared after the meeting.

The police, not wishing to have the public peace disturbed, decided to escort the women safely from the hall to the railway, but they were pursued by a jeering crowd. Many ugly rushes were attempted on the way back, but the police succeeded in repelling them.

At the railway station the crowd again collected and besieged the building for two hours. They tried every means to force the doors. After a long siege the police managed to get the suffragettes safely on board the midnight train for London, where they arrived unhurt but badly frightened.

WON'T REPAIR THE LUCANIA.

Cunard Co. Will Put Cost of Refitting Burned Liner Into New Fast Ship.

LONDON, Aug. 31.—The Cunard Steamship Company has decided not to reconstruct the damaged steamship Lusitania, which was partly destroyed in her dock at Liverpool by a fire which broke out on August 14 and which lasted many hours. The ship was finally sunk in thirty feet of water to extinguish the blaze.

The damage has been found so extensive that the cost of reconstruction is estimated at between \$500,000 and \$600,000. The company has therefore determined to apply the money received from the underwriters toward the construction of the new vessel which according to despatches is to be faster than either the Lusitania or the Mauretania.

It was said just after the fire which destroyed all the Lusitania's interior forward of the funnels that the ship had been held in reserve for departure from Liverpool on October 2. At a careful survey of the wreck convinced the Cunard officials at Liverpool that it would be better to turn her over to the underwriters rather than take her engine and machinery to be regarded by the traveling public, the company decided, as an old ship and one that had been practically half destroyed. On her maiden trip from Queenstown she slipped it, letting the underwriters have her.

It is likely that the underwriters will sell the old record holder to some speculative foreign investor, perhaps an Italian, who may take her to the Mediterranean and provide her with less expensive motive power than that which she now has.

That will give her a speed of sixteen or seventeen knots. She was once queen of the Atlantic, making the trip between Queenstown and Sandy Hook in some what more than five days and eight hours, entitling her to be called a five day ship. On her maiden trip from Queenstown she slipped it, letting the underwriters have her.

Five times the speed of the Mauretania and it is unlikely that the line will ever build any swift vessel for its transatlantic trade except of the turbine type.

Cuban Telephone Contract Stands.

HAVANA, Aug. 31.—The Fiscal of the Supreme Court has reported against the admission of the appeal from President Céspedes granting the Havana Telephone Company a contract to install the Havana telephone service. The appeal alleged that the decree was unconstitutional.

LABOR CONGRESS WRANGLES

VOTES DOWN THE FRENCH INTERNATIONAL PROGRAMME.

President Yvetot Says Government of France Is Afraid of the Workers—Gompers Talks by Courtesy—Nothing Comes of His American Proposals.

PARIS, Aug. 31.—The Sixth International Congress of Trades Union Secretaries having spent most of its session yesterday in settling the locus standi of Sam Gompers, president of the American Federation of Labor, found itself behind in its programme this morning, when M. Yvetot presided. He therefore begged the speakers to be brief, but he often failed to set the example.

The first vote was an expression of regret that the new Turkish Government refused workers the right to form unions. A German representative then complained that the English central organization had not given effect to the last conference's decision providing that members of unions going to foreign countries should have the right to claim admission to corresponding unions in the countries to which they moved.

Gompers was invited to submit a motion, of which he had given notice in the name of the American Federation of Labor, proposing that national centres in all countries should study the question of organizing an international federation of labor without interfering with the independence of the workers' movements in each country, the object of such federation to be the defence of the interests of the workers of all countries and the creation of international fraternity and solidarity.

Gompers was allowed to explain the proposal in a short speech, in which he dwelt upon the importance American workers attached to the title given the organization. The title of International Syndical Secretariat meant nothing to them. The proposed organization, he said, would study practical questions only, such as strikes, lockouts and women's work. If the national centres would agree to this transformation the American Federation of Labor would take a wide share of responsibility in such organization.

No discussion followed, as Gompers was only allowed to speak by courtesy, he being a guest at the conference and not a duly accredited delegate.

A discussion of the French proposal to create international labor congresses followed. Strong opposition to the proposal soon developed, mainly based on the impracticability of the scheme. An English delegate instanced the international textile congress, which required a week to discuss one industry, from which he judged that the proposed general congress would require at least a month.

The French delegates fought hard to have their proposal adopted at least in principle. Considerable pique was shown at the general treatment of French unionism as something infantile.

"Is any Government," M. Yvetot asked, "as afraid of its working class as that of France?"

CHINA COVERS UP MURDER.

Refuses to Investigate Killing of U. S. Meteorologist's Attendant.

PEKIN, Aug. 31.—The Chinese Government has declined the British Minister's suggestion that China should institute an investigation into the circumstances surrounding the death of Dazrah Ali.

The man was an Indian attached to the meteorological expedition under British auspices, but commanded by Lieut. Robert S. Clark, formerly an American officer. Two members of the expedition were attacked by natives in Kan-su province about two months ago, and Dazrah Ali was killed. The other, Mr. Sowerby, was rescued by energetic action on the part of Lieut. Clark, without the assistance or sanction of the Chinese Government.

The expedition was recalled and the British Minister demanded the body of Dazrah Ali and reparation for his death.

BIG DRAFT FOR SPAIN'S ARMY.

Contingent of Recruits Doubled—Prominent Men's Sons Enlist.

MADEIRA, Aug. 31.—By royal decree 65,000 men are declared liable for military service in 1909. This is almost double the number of preceding years.

The sons of many men of high position, including the Minister of Public Works, have joined the army as privates.

CUBAN STEAMSHIP LOST.

Wreckage on Isle of Pines Believed to Be From the Coaster Nicolas.

HAVANA, Aug. 31.—A number of bodies and a quantity of wreckage have been washed ashore on the Isle of Pines. It is believed that they come from the Cuban coasting steamer Nicolas, which sailed from Cienfuegos for Havana on August 21 and which has not since been heard from. It is thought she was wrecked in the hurricane of August 23.

HIS VOICE IS STILL FOR WAR.

Baron Von Stengel Publishing a Book to Uphold It—Peace Arguments Absurd.

BRUSSELS, Aug. 31.—Baron von Stengel, the distinguished Bavarian jurist, who was one of Germany's delegates to the first Hague conference, is about to publish a remarkable book, "The World State and the Peace Problem." It is designed to popularize war, the writer, according to the preface, being convinced that the growth of the peace movement involves national peril.

He contends that war has more often facilitated than hindered human progress. Great States, he says, have risen to their zenith of civilization because of their many wars. The world historic significance of war, he adds, lies in the fact that it has always been and will always remain an essential factor in the development of humanity. Economic interests being the foundation of a nation's existence, economic differences will continue to lead to war.

The idea that war will abolish itself owing to the deadlines of modern armaments, the writer says, is absurd. War remains the ultima ratio of nations just as self-help among individuals can never be fully abolished despite all laws. It is better, Baron von Stengel declares, to spend money for armaments and battleships than for luxury, motor mania and other sensual living.

LONDON TO MANCHESTER BY AIR

England's American Flier to Try for \$5,000 in His Aeroplane.

LONDON, Aug. 31.—Capt. S. F. Cody, the American who has been flying at Aldershot by arrangement with the aviation department of the British War Office, announces that he will attempt to make an aeroplane trip from London to Manchester. This trip has been arranged by the Daily Mail, which offers \$5,000 to the aviator who successfully accomplishes the flight. According to the plans Capt. Cody will be allowed two stops.

The attempt will be made in September, and according to Cody's flight of eight miles on August 28, which he accomplished with apparent ease, he has good chances for success.

LUMBER LADEN SHIP ON FIRE.

British Steamer Harbort Put in at Kingston and Is Beached.

Special Cable Dispatch to THE SUN.

KINGSTON, Jamaica, Aug. 31.—The British steamship Harbort, lumber laden, bound from Gulfport to Buenos Ayres, caught fire at sea two days ago and had to run in for safety to this port, where she was beached this morning.

One member of the crew, a Chinaman, was lost in the recent storm which passed over these seas.

MIKADO'S COUSIN COMING.

Prince and Princess Kuni Bound for New York on the Carmania.

LONDON, Aug. 31.—The Prince and Princess Kuniyoshi Kuni sailed on the steamship Carmania to-day for New York. The Prince, who is a cousin of the Mikado, is to represent the Japanese Government at the Hudson-Fulton celebration.

Rush for Lottery Tickets.

HAVANA, Aug. 31.—The first day's sale of tickets in the new national lottery resulted in all those offered at the city booths being disposed of.

LIBERIAN PORT THROWN OPEN.

All Nations May Trade at Grand Cess—Internal Reform Needed.

LONDON, Sept. 1.—The Times announces that the President of Liberia has just declared the port of Grand Cess open to foreign trade. This step has long been desired by all having dealings with Liberia.

It is understood that the American commission that was recently in Liberia acquired the conviction that serious reforms in every branch of the administration are indispensable.

Best & Co.

On and after September